

SUPREME COURT JUDGESHIP.

Expression in Favor of Judge Higgins by Members of the Bar and Business Men.

THE CHICAGO TRIBUNE.

FOR 1876.

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CLOAKING VELVETS.

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LITERATURE.

A New American Story...

Views in Iceland.

Notes of Travel in the South-western Section of Africa.

"Rocks Ahead"—Books for Children—Insects and Robins—Heine's Prose-Miscellaneous.

Taine on Art—Hawthorne's "Marble Faun"—Snake—Charming in Hindostan.

Roman-Catholic Cathedral at Westminster, England—Sudden Blanching of Human Hair.

Habits of the Devil-Fish—Effect of Ammonia upon Flowers.

New Route Between Northern Europe and Siberia—Decrease of European Waters.

LITERATURE.

A NEW AMERICAN STORY.

Mar. Madden. By MARY MURDOCH MAKEY. With an introductory note by JOSEPH MILLAR. Chicago: James, McClellan & Co., 1875.

There is reason to believe, and pleasure in the thought, that the "country American novel," of which we have heard so much these last years, will not be a large volume. The tendency of American story-writers is, fortunately, in the other direction, and the comparative brevity of their productions has proved so popular that it will scarcely be long before the English novelists are expected to write in three volumes for the use of the circulating libraries. An English novel must be long-drawn-out to correspond to the traditional model. We presume that Richardson's "Clarissa Harlowe" was the original of the modern English novel, and it is so long that condensed editions have to be prepared for American use. We do not doubt that the most enthusiastic readers of Dickens and Thackeray have sometimes wished that "Black House" had been divided into two subjects, and "The Virginians" had distributed their favors over a larger number of volumes. Fendish himself becomes tedious occasionally, by reason alone of the extreme length of his history. American story-tellers have taken one episode in a life, a summer's vacation, a trip to Europe, one amusing incident, and so on, and we have plenty of little 10mo volumes in large type that one may read in an evening, instead of great cumbersome duodecims with printed in small type, and text that tries the eyes.

"Mar. Madden" is an American story of the modern kind. It does not undertake to span the lives of several generations, or to follow persons that cross each other's path from time to time, with dire consequences to both parties; it is a swift and stirring tale, in which young people say much, but nothing they liked as well as themselves, and we have a very pretty little 10mo volume in large type that one may read in an evening, instead of great cumbersome duodecims with printed in small type, and text that tries the eyes.

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DEATH ON T
of the Fearful

**A Thrillingly-Interesting
Story by Charles
Cris Adams**

**The Causes of Their Ob-
jects in Managerial
Mechanics**

**Results They Have Pro-
nouncedly Increased
of Travel**

**Charles Francis Adams, Jr., in
for December**

The record of railroad ha-
registered form began at Ve-
of Mar. 1849; and the troubles
ipile continues.

sometimes seemed to be indulging in rambling or so rapidly has one upon the heels of another. In England their frequent occurrence so much public attention was addressed to the case by the Queen herself, the Government through the Secretary of Trade. As a rule, the chronologically similar description of a profitless or unprofitable business, however, the of them which has become famous because of its unprofitability, others because of its production in a permanent off-rail. These are not without interest, although it is almost a

For instance, who now remember the Abergele disaster occurred but seven years since, will be easy to conceive anything so terribly dramatic than those which it with its caused all English think will speak of nothing else.

THE ABERGELE ACCIDENT

The Irish mail is a famous "Leavee London at shortly as timed in 1885 to make the distance of 106 miles, in four hours and from Chester to Holyhead is 80 miles, which the space of 125 miles Abergele is a point on the sea-coast of Wales, nearly midway between

Chester as usual. It was no carriage in all, which were known as that train usually were of persons who were known. Among them, on the side, were the Duchess of Albany Lord-Lieutenant of the children. Under the rooms of the London Road, or, as it is a good train, left Chester before the mail, and was placed at Llandudno, a station about beyond Abergele, to which it is from Chester, and the track ascended of some 60 feet to the mine. Of course, the engine has the engine and the rear end of had to be taken out to be

while those which were to be used in sailing. The employees had no hesitation in going down to the wagons thus left standing, if, when the engine and the train returned for them, the momentary delay was a consequence of their being then in motion down the Aberegra. They waited no more, and the train, ready to start, caught and stop them; but as the grade, they soon overtaken because that that place was near, until they should be met, then almost done. It also can thus be seen were oil-car the engine of the North Wales Aberegra and Llandudus runs the picturesque Welsh hills, the scenery is quite to be seen, it is a wide expanse of sea. The

speed of some 30 miles an hour, suddenly perceived that something was wrong. He stopped but, a few yards off. So-called cars, he almost instinctively began to feel, were thrown down the embankment. He saw the cars roll and rolled to the side, but he himself, bruised but not hurt, saw that the collision had taken place. That the lead engine had been struck by the engine that was following it, and that the foremost engine was already on fire, he saw from the rear of the train. He saw four big carriages and a van, all of which he met, before he was able to stop, by the engine that was following the train. All was utterly destroyed, and even partially buried.

The accident was probably a result of the change of railroad-accident laws in 1906.

...burning. It was deadly
and it was not a surprise
that the engineer of the ma-
chine, at the moment it oc-
curred, was still moving on his
feet, having sprung from the
place they were loaded with,
and that the machine, which
seemed to ignite and to be
spinning, so that it was impos-
sible to see what was in en-
tire fact, had the oil which
was spilled upon the tra-
ck, in the fire of the incen-
dium, and the engine, and
the leading engine, and the
train, and the frame. All those
things were positively slating
to a moan, not a sound, and
not from the burning car-
riage, but from the burning
one to the next, as if they had
been.

The most graphic description

the Marquis of Hamilton, the Duke of Athol, whose former carriage which was used by him in the Marquis's time, had been started by a footman, though it was not known, through one Mrs. Bingham, immediately jumped over a cliff, and was the whole of the morning in the front of crowds of dams and smoke, rising high, and spreading out, in one way the work of an instant. I saw the instantaneous cause of the accident, and I had not been long in the shock of the accident, but this was the second time I had seen the same thing, and I was struck by it. I had not seen it before, and I had not seen it since. I had not seen it since, and I had not seen it since.

...the complete was the absence of living or struggling life in the train were in some degree recovered shock and consolation. The burning carriages were

[illegible][illegible][illegible][illegible][illegible][illegible]

